

DC Ranch Development Review Board Parcel 1.2 Project Narrative

INTRODUCTION

Planning Unit I at DC Ranch is located at the southeast corner of Union Hills Drive and Pima Road, extending east to the Reata Pass Wash and south of Palo Brea Road. There are various zoning categories and land uses proposed and developed within Planning Unit I, including an approximately thirty one (31) acre conceptually commercially zoned area. The mixed use area is located within the northwestern portion of Planning Unit I along the newly aligned Pima Road. This will be the first commercial development north of Loop 101 and is the gateway to DC Ranch and Silverleaf.

LOCATION

The mixed use area of Planning Unit I is bounded by Pima Road to the west, Trailside View to the south, 91st Street to the east and Ironwood Village to the north. The eastern portion of the area is referred to as Parcel 1.2 and has been designed and will be developed in conjunction with Parcel 1.1 to the west.

ZONING

The conceptual zoning for the commercial area of Planning Unit I consists of Planned Neighborhood Center ("PNC") with the Planned Community District overlay.

REQUEST

The request is for Development Review Board approval of building elevations, landscape plans and a site plan to allow the development of residences to be integrated with a mixed use center. Parcel 1.2 is the residential portion of the development and Parcel 1.1 is the commercial portion of the development.

DEVELOPMENT

There will be two (2) types of residential units on the approximately nine (9) acre parcel referred to as Parcel 1.2. These include condominiums and single-family attached town homes for a total of approximately two hundred ten (210) units.

The condominium buildings will be positioned on Parcel 1.2 to accent the overall massing of the combined Parcel 1.1 and 1.2 appearance. The two (2) northernmost buildings will be three (3) stories of residential units above a parking garage and will front on Union Hills Drive. The height and massing of these buildings are in proportion to the width of Union Hills Drive and provide a detailed back drop to the foreground retail shops, mainly the grocery store. The signature building, located towards the middle of Parcel 1.2, encloses the east end of the central

park space and provides symmetrical formal architecture on an axis to the main entry of the overall Parcel 1.1/1.2 mixed use development. The signature building is also three (3) stories of residential units constructed over a parking garage. The southern building is four (4) stories of residential units over a parking garage and complements the height of the adjacent office building to be located on Parcel 1.1. The units are positioned to take advantage of adjacent open spaces and distant views. The buildings have interior corridors and guests arrive by way of a central lobby for each building. Resident parking is located in the underground parking garages with elevator access to the units. The massing of the buildings is divided on the exterior of Parcel 1.2 while holding the urban street edge along the internal residential street.

The single-family attached town homes are positioned around private courtyards to allow privacy within the development. This design ensures that there are homes not only for those who want to be at the center of activity but also for those who want a retreat while still living adjacent to commercial amenities. Each town home will have individual garages and guests arrive through a portal entry into an intimate private courtyard shared by several homes. It is anticipated that the courtyards will be accented with water features and be surrounded by private patios to encourage interaction among the immediately neighbors. These two (2) and three (3) story units comprise the majority of the streetscape within Parcel 1.2.

Based on the integrated nature of the overall development of Parcel 1.1/1.2, some of the town homes are in the immediate vicinity of the commercial back-of-house uses of Parcel 1.1. In such situations, the rear access and garages for these units are located so as to be a visual and noise buffer from the back-of-house uses associated with the adjacent commercial. On the northern half of the site, guest parking under shade trellises will provide an aesthetic buffer to the heavy commercial back-of-house uses associated with the grocery store. In the this area of Parcel 1.2, the residential units are also buffered by distance from the commercial back-of-house uses. Additionally, the loading dock area for the grocery store will be further screened by overhead shade structures to obscure the view of the wider back-of-house areas from upper level residential units.



State Land

PIMA ROAD
(EXISTING ROADWAY)
S-2104

SITE PLAN

CURVE	DELTA	RADIUS	ARC	TANGENT	CHORD
1	25.00	141.42	141.42	25.00	133.98
2	10.00	25.00	25.00	10.00	23.93
3	10.00	25.00	25.00	10.00	23.93
4	10.00	25.00	25.00	10.00	23.93
5	10.00	25.00	25.00	10.00	23.93
6	10.00	25.00	25.00	10.00	23.93
7	10.00	25.00	25.00	10.00	23.93
8	10.00	25.00	25.00	10.00	23.93
9	10.00	25.00	25.00	10.00	23.93
10	10.00	25.00	25.00	10.00	23.93
11	10.00	25.00	25.00	10.00	23.93
12	10.00	25.00	25.00	10.00	23.93
13	10.00	25.00	25.00	10.00	23.93
14	10.00	25.00	25.00	10.00	23.93
15	10.00	25.00	25.00	10.00	23.93
16	10.00	25.00	25.00	10.00	23.93
17	10.00	25.00	25.00	10.00	23.93
18	10.00	25.00	25.00	10.00	23.93
19	10.00	25.00	25.00	10.00	23.93
20	10.00	25.00	25.00	10.00	23.93
21	10.00	25.00	25.00	10.00	23.93
22	10.00	25.00	25.00	10.00	23.93
23	10.00	25.00	25.00	10.00	23.93
24	10.00	25.00	25.00	10.00	23.93
25	10.00	25.00	25.00	10.00	23.93
26	10.00	25.00	25.00	10.00	23.93
27	10.00	25.00	25.00	10.00	23.93
28	10.00	25.00	25.00	10.00	23.93
29	10.00	25.00	25.00	10.00	23.93
30	10.00	25.00	25.00	10.00	23.93
31	10.00	25.00	25.00	10.00	23.93
32	10.00	25.00	25.00	10.00	23.93
33	10.00	25.00	25.00	10.00	23.93
34	10.00	25.00	25.00	10.00	23.93
35	10.00	25.00	25.00	10.00	23.93
36	10.00	25.00	25.00	10.00	23.93
37	10.00	25.00	25.00	10.00	23.93
38	10.00	25.00	25.00	10.00	23.93
39	10.00	25.00	25.00	10.00	23.93
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77	10.00	25.00	25.00	10.00	23.93
78	10.00	25.00	25.00	10.00	23.93
79	10.00	25.00	25.00	10.00	23.93
80	10.00	25.00	25.00	10.00	23.93
81	10.00	25.00	25.00	10.00	23.93
82	10.00	25.00	25.00	10.00	23.93
83	10.00	25.00	25.00	10.00	23.93
84	10.00	25.00	25.00	10.00	23.93
85	10.00	25.00	25.00	10.00	23.93
86	10.00	25.00	25.00	10.00	23.93
87	10.00	25.00	25.00	10.00	23.93
88	10.00	25.00	25.00	10.00	23.93
89	10.00	25.00	25.00	10.00	23.93
90	10.00	25.00	25.00	10.00	23.93
91	10.00	25.00	25.00	10.00	23.93
92	10.00	25.00	25.00	10.00	23.93
93	10.00	25.00	25.00	10.00	23.93
94	10.00	25.00	25.00	10.00	23.93
95	10.00	25.00	25.00	10.00	23.93
96	10.00	25.00	25.00	10.00	23.93
97	10.00	25.00	25.00	10.00	23.93
98	10.00	25.00	25.00	10.00	23.93
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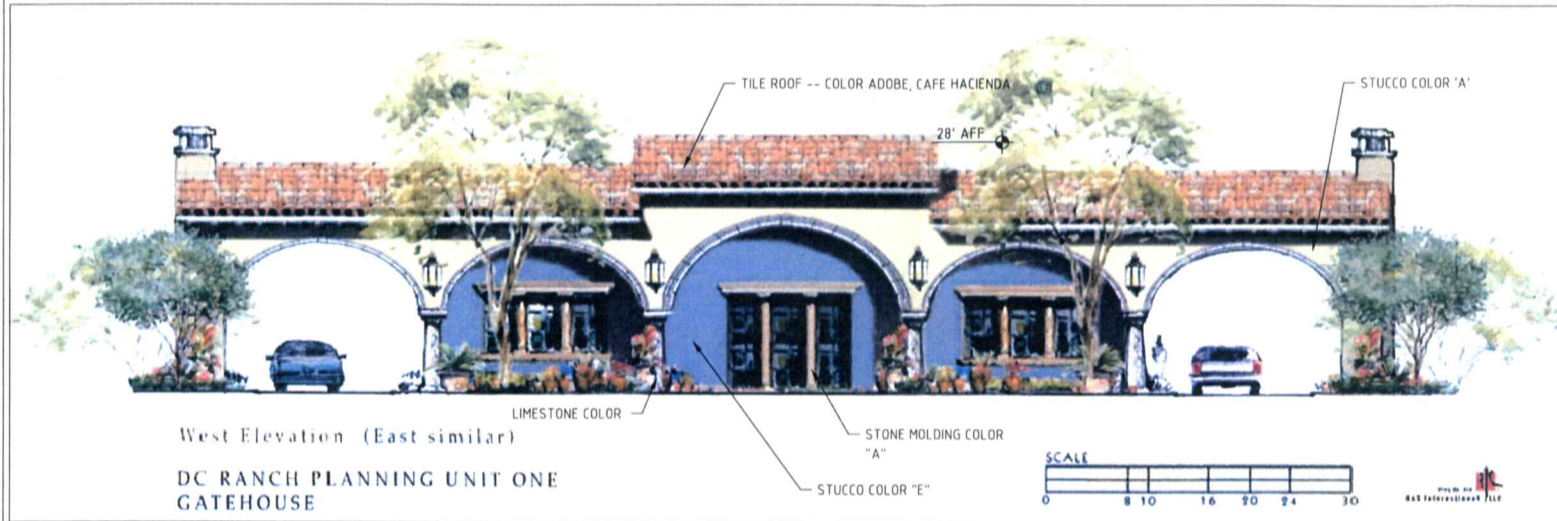
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1	S89°33'28"E	72.00	128	S82°34'57"E	29.58
2	S72°25'17"E	18.48	129	S89°47'38"W	145.41
3	N20°14'43"E	153.37	130	N02°28'09"E	18.43
4	N02°11'52"E	127.13	131	S87°35'51"E	82.21
5	N08°34'13"W	118.53	132	N02°28'09"E	47.88
6	S68°43'01"W	288.46	133	N08°41'38"E	25.41
7	S1°17'51"W	38.73	134	N08°41'38"E	24.00
8	N00°04'49"W	200.84	135	N08°41'38"E	24.00
9	S89°57'48"W	35.57	136	N08°41'38"E	24.00
10	S00°04'49"E	182.35	137	N08°41'38"E	24.00
11	S89°55'51"W	117.50	138	N08°41'38"E	24.00
12	S00°07'14"E	46.50	139	N08°41'38"E	24.00
13	N00°07'14"E	13.19	140	S81°18'22"E	75.84
14	N89°57'48"E	16.18	141	S81°18'22"E	77.30
15	S21°57'48"E	278.85	142	S81°18'22"E	78.92
16	S89°57'48"E	184.96	143	S81°18'22"E	78.92
17	S89°57'48"E	2.15	144	N01°11'50"W	7.04
18	S45°02'51"E	187.78	145	S81°18'22"E	18.43
19	S89°55'51"W	187.78	146	N01°11'50"W	10.64
20	S21°57'48"E	73.22	147	S89°57'48"W	101.00
21	S00°07'14"E	73.22	148	N01°11'50"W	37.37
22	S21°57'48"E	73.22	149	S89°57'48"W	8.12
23	S21°57'48"E	73.22	150	N01°11'50"W	127.32
24	S21°57'48"E	73.22	151	N01°11'50"W	10.64
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32	S21°57'48"E	73.22	159	N01°11'50"W	10.64
33	S21°57'48"E	73.22	160	N01°11'50"W	10.64
34	S21°57'48"E	73.22	161	N01°11'50"W	10.64
35	S21°57'48"E	73.22	162	N01°11'50"W	10.64
36	S21°57'48"E	73.22	163	N01°11'50"W	10.64
37	S21°57'48"E	73.22	164	N01°11'50"W	10.64
38	S21°57'48"E	73.22	165	N01°11'50"W	10.64
39	S21°57'48"E	73.22	166	N01°11'50"W	10.64
40	S21°57'48"E	73.22	167	N01°11'50"W	10.64
41	S21°57'48"E	73.22	168	N01°11'50"W	10.64
42	S21°57'48"E	73.22	169	N01°11'50"W	10.64
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81	S21°57'48"E	73.22	208	N01°11'50"W	10.64
82	S21°57'48"E	73.22	209	N01°11'50"W	10.64
83	S21°57'48"E	73.22	210	N01°11'50"W	10.64

521°37'45"W	276.85	131	S81°18'22"E	77.30
S62°25'33"E	184.96	132	S81°18'22"E	29.92
N89°57'46"E	2.15	133	N1°21'50"E	7.04
S45°02'14"E	72.87	134	S02°28'09"E	18.44
S69°25'35"E	187.78	157	N87°31'51"E	10.64
S21°37'45"E	73.22	158	S02°28'09"E	101.00
S20°34'27"E	73.30	159	N87°31'51"E	37.37
S20°34'27"E	73.30	160	S87°31'51"E	9.12
N20°34'27"E	62.28	161	S00°44'18"E	98.50
N20°34'27"E	62.28	162	N87°31'51"E	127.35
S69°25'35"E	184.96	163	S02°28'09"E	10.00
S69°25'35"E	85.23	164	S87°30'54"E	104.93
S69°57'03"E	97.17	165	S87°30'54"E	32.93
N21°37'45"E	58.13	166	S87°30'54"E	24.00
N23°02'57"E	59.21	167	N87°30'54"E	24.00
N23°02'57"E	60.78	168	S87°30'54"E	24.00
N23°02'57"E	61.74	169	S87°30'54"E	24.00

LEGEND



AREA OF BALCONY/PATIO
AS OPEN SPACE



92-DR-2006
9-14-06

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PLANNING UNIT 1.2



STREETFRONT ELEVATION

DC RANCH PLANNING UNIT ONE
SIX-PLEX BUILDING



AUTO COURT ELEVATION



GARDEN COURTYARD ELEVATION

TOWNHOUSE ELEVATIONS 1/8" = 1'-0"

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PLANNING UNIT 1.2

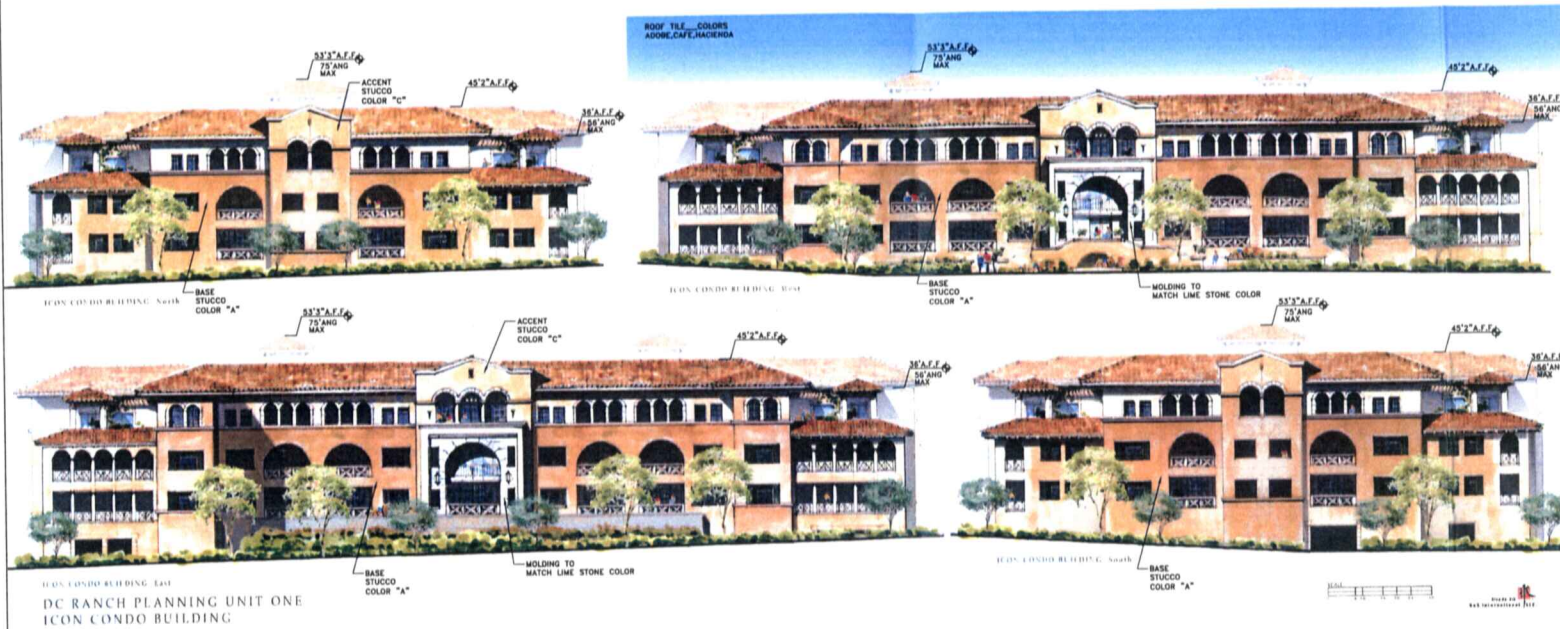


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Icon Condo Elevations



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PLANNING UNIT 1.2

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DC RANCH PLANNING UNIT ONE
NORTH CONDO BUILDING

NORTH CONDO ELEVATIONS 1/16" = 1'-0"

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Northeast Condo Elevations



PLANNING UNIT 1.2